

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
October 17, 2006
HISTORY RECORD

FAA Control # 06-02-267

Subject: Pilot Option to Use Standard Timing for RNAV IAP Holding Patterns

Background/Discussion: NBAA introduced an issue at the last ACF about the considerable variation in RNAV instrument approach procedure holding pattern lengths. In some cases, a very generous 8 NM pattern is provided at, for example, KSVC, Silver City, NM, RNAV (GPS) RWY 8, missed approach hold at 10,000. At other locations, for example, KJAC, Jackson, WY, RNAV (GPS) RWY 1, a very tight, difficult-to-fly 6 NM pattern is provided for the missed approach hold at 14,000.

According to information obtained by NBAA from the NFPO, these inconsistencies are not subject to resolution.

Recommendations: The Aeronautical Information Manual (AIM) be revised to advise pilots that it is their *option* to use the charted leg lengths shown in RNAV IAP holding patterns or they may, instead, elect standard timing (1:00 minute inbound, 14,000 and below; 1:30 inbound, above 14,000). This would require no changes to policy or criteria because selection of the appropriate holding pattern template by AVN assures containment with standard timing.

Comments: This recommendation affects the Aeronautical Information Manual.

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Initial Discussion Meeting 06-02: New issue introduced by Rich Boll, NBAA. NBAA is concerned that many RNAV holding patterns specify short distance legs (also see issue 06-01-263) and requests that pilots be given the option to use standard timing in lieu of the specified ATD legs for RNAV holding (1:00 minute inbound 14,000 ft and below, or 1:30 minutes above 14,000 ft). Ted Thompson, Jeppesen, noted that specified leg lengths may have been established to accommodate Flight Management Systems as FMS-equipped airplanes fly the length as coded in the database. Lance Christian, NGA, asked whether the change would affect ATC; i.e., controllers expecting NM legs and a pilot using timing. Tom Schneider, AFS-420, agreed to have a specialist in AFS-420 review the criteria to ensure protection is provided to allow timing substitution. The issue may also be added to the AFS-440 holding pattern analysis if deemed necessary. **ACTION: AFS-420.**

MEETING 07-01: Tom Schneider, AFS-420, briefed that the request has been made to have a specialist in AFS-420 review the criteria to ensure protection is provided to allow timing substitution. AFS-420 has also requested the issue be added to the AFS-440 holding pattern analysis requested

under issue 03-01-247. Brad Rush, AJW-321, stated that there are approximately 5,000 RNAV procedures with one or more holding patterns that now may require change. Wally Roberts, NBAA, responded that ATD leg lengths should still be published; however, guidance should be issued to pilots that timing is also satisfactory. Brad suggested this should be included in AC 90-100.

ACTION: AFS-440 and 420.

MEETING 07-02: Tom Schneider, AFS-420, briefed that using standard timing in-lieu-of specified leg lengths for RNAV holding has been included in the AFS-450 holding pattern study initiated under related issue 03-01-247. AFS-420 will monitor the study results and report.

ACTION: AFS-450 and AFS-420.

MEETING 08-01: Sherri Avery, AFS-450, briefed that using standard timing in-lieu-of specified leg lengths for RNAV holding has been included in the AFS-450 holding pattern study initiated under related issue 03-01-247. **ACTION:** AFS-450
